

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

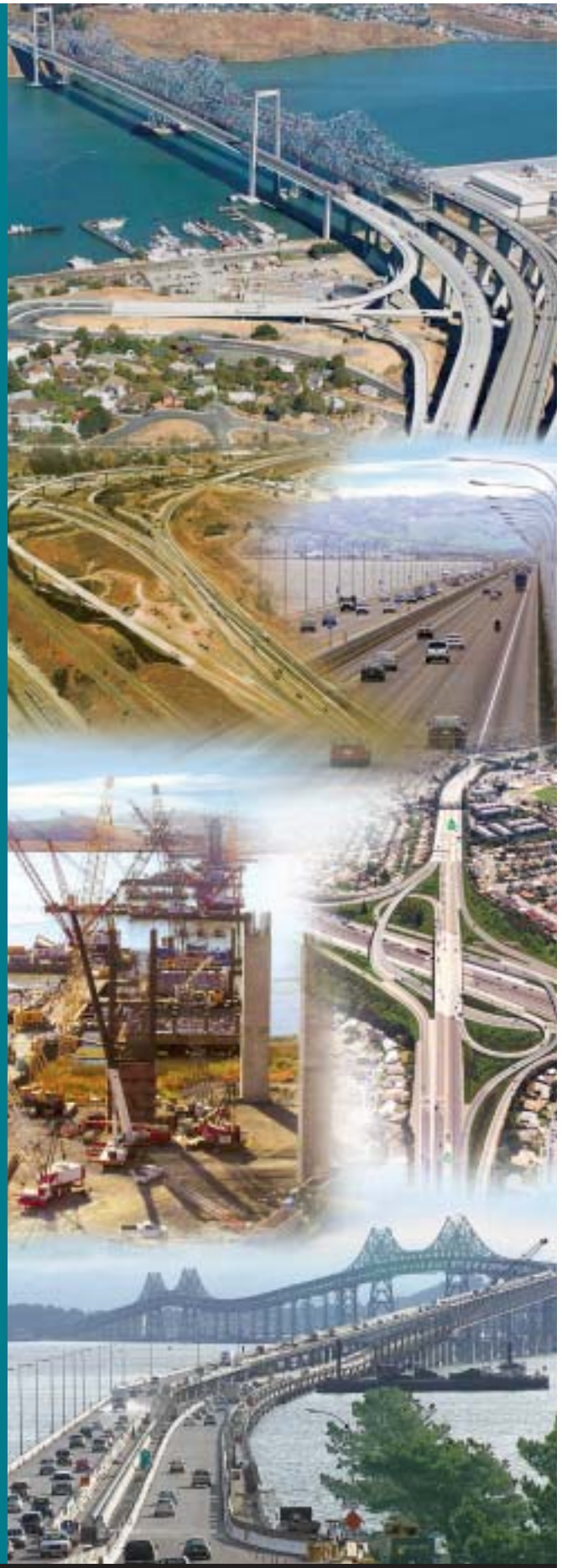
DECEMBER 2004 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released January 2005



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For additional information, please contact:

Peter Lee, Program Manager, RM-1
(510) 817-3206
plee@mtc.ca.gov

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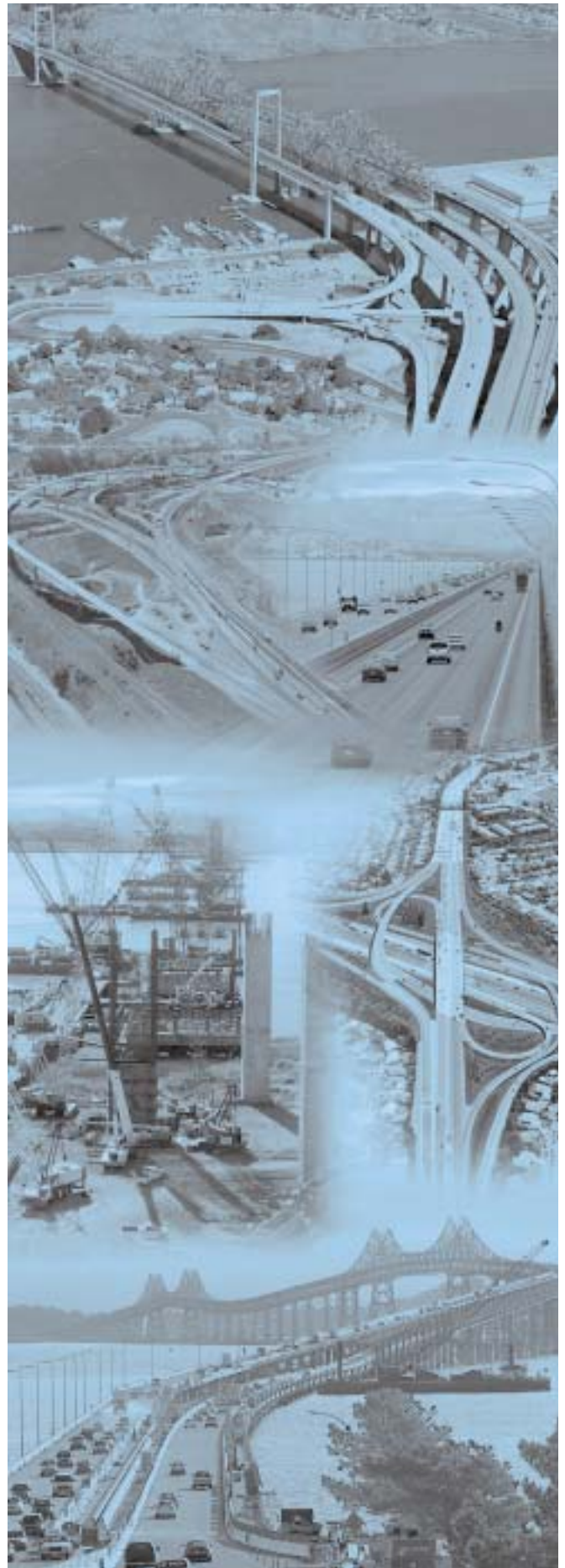
Prepared for
Metropolitan Transportation
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Bay Area Toll Authority

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607
Tel: 510-464-7700
TDD/TTY: 510-464-7769
Fax: 510-464-7848
E-mail: info@mtc.ca.gov
Web: www.mtc.ca.gov



Prepared by
Bechtel Infrastructure Corporation



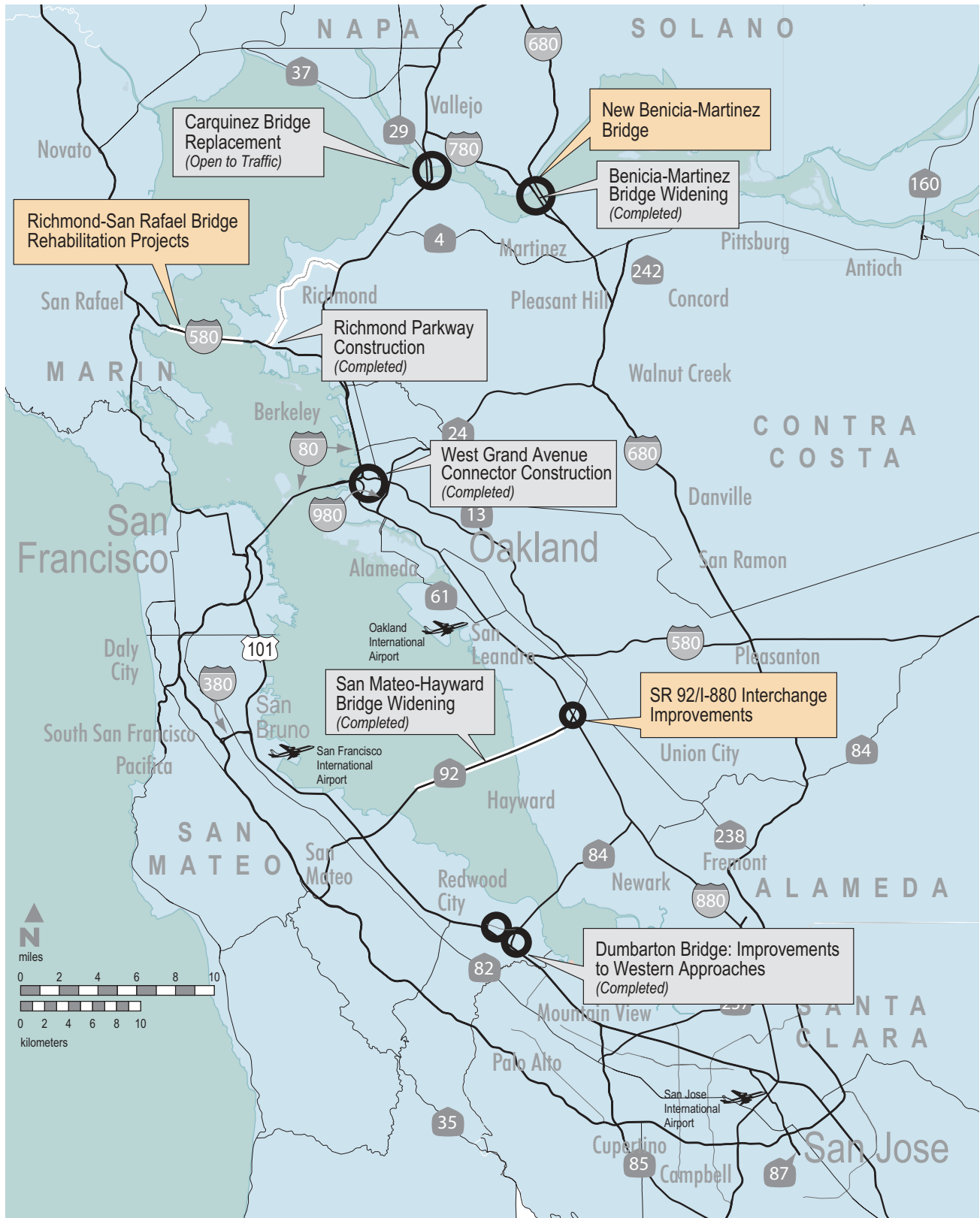
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge (open to traffic)
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; completed)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes (completed)
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening (completed).

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.




PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		







- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
 For Cost: Project (BATA) contingency use may be required
 For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
 For Cost: Project budget change may be required
 For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, footing, column and pier table construction are in progress in the strait. The pier 7 precast footing was placed on December 8, 2004; the pier 10 precast footing is being prepared for placement on January 3, 2005; the pier 12 precast footing is being constructed at Mare Island. The footing, column and pier table are complete at pier 9 and form travelers are being erected for casting the concrete segments of the cantilevered superstructure. The footing, column and pier table stem concrete are complete at pier 8. Footings are complete at piers 13 and 16. On the south shore, the superstructure is complete from the south abutment to pier 4 and falsework removed. Form travelers have been erected at pier 5. The first cantilever segment was poured at pier 5 on December 31, 2004.
 - The use of project contingency is still possible for future cost increases related to foundation pile remediation, steel escalation, superstructure construction, interface and delay issues with contiguous contracts, and support. Bechtel and BATA will continue to monitor and review cost issues.
 - On the I-680/I-780 interchange contract, the southbound I-680 to westbound I-780 roadway, the eastbound I-780 to northbound I-680 flyover, and the temporary northbound I-680 roadway from the Toll Plaza have been opened to traffic. On the Benicia shoreline, column concrete is complete for bents 18 and 19 on westbound I-780 from the new bridge, column construction continues on northbound I-680 from the new bridge, and falsework/formwork is in progress for the bridge structures on both roadways.
 - On the toll plaza contract, the plaza grade slab is complete and concrete barriers are complete for west tollbooths 1 through 17. Concrete has been placed for east tollbooths 9 through 17 and housing is installed for tollbooth 13. The toll plaza stairways to the tollbooths and the main water supply line for the Operations Building are being installed.
 - On the I-680/Marina Vista interchange contract, deck concrete is complete. The final deck section from bent 4 to bent 6 was poured on December 13, 2004. The first of two lifts of lightweight concrete fill for the new mainline roadway is complete northward to abutment 1. Foundation pile installation for retaining wall 1 is 80 percent complete. Structural backfill at retaining wall 4 is complete. Retaining wall 5 concrete is complete.
-
- On the replacement bridge contract, the bridge and pedestrian/bike path have been opened to traffic and are fully operational. Caltrans has accepted the contract. The final pay estimate is forecast for January 2005 after settlement of all claims.
 - On the south approach and interchange contract, the I-80 Crockett Viaduct, the on-ramp from Crockett to westbound I-80, the westbound off-ramp from the new bridge into Crockett, and the eastbound off-ramp from I-80 into Crockett have been opened to traffic and are fully operational. Construction is complete for this contract and final project closeout is underway.
 - The contract for demolition of the 1927 Bridge and rehabilitation of the approach deck to the 1958 Bridge was advertised on November 29, 2004. Bids are due on January 25, 2005. Based on a preliminary review by Bechtel, the cost forecast for the contract is higher than the original estimate.
-
- On the trestle and fender rehabilitation contract, all piling, pile caps, pre-cast deck sections and exterior barrier rail are installed on the replacement westbound trestle. On the replacement eastbound trestle, demolition and exterior pile installation are complete to bent 36 of 37. Twenty-nine of 37 precast pile caps are placed and twenty-four of 36 precast deck sections have been installed.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

- On the bridge-widening contract, both the new westbound and the reconstructed eastbound trestles have been opened to traffic and are fully operational. Caltrans is in the process of closing the contract.

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) by FHWA was completed in July 2004.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E has been achieved. One hundred percent PS&E is currently forecast for April 2005.
- Right-of-way acquisition (ROW) is in progress.
- Construction is forecast to begin in the summer of 2006.
- The status code for the project cost is “yellow,” based on forecasted cost increases for right-of-way acquisitions, escalation, and support. As the engineering design progresses, Bechtel will further review the cost estimates. The status code for the project schedule is “red,” based on the currently forecasted 14-month delay to the completion date caused by the delay of the environmental approval. BATA and Bechtel will review the forecasted schedule for options to expedite completion of the project.

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COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Dec 2004)	Current Forecast (Dec 2004)	Expended To Date (7/98 - 11/04)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	1,057.8	1,057.8	675.9
Carquinez Bridge Replacement	433.2	528.2	528.2	451.7
Richmond-San Rafael Bridge Rehabilitation				
➤ West Trestle and Fender Rehabilitation	45.4	94.1	94.1	61.9
➤ Deck Rehabilitation	53.4	25.0	25.0	0.6
Richmond Parkway (<i>Non-Caltrans</i>) ¹	5.9	5.9	5.9	3.9
SUBTOTAL - NBG	1,123.8	1,711.0	1,711.0	1,193.8
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
➤ Widening	203.6	217.5	211.5	208.4
➤ West Approach Replacement Planting	0.4	0.4	0.4	0.0
I-880/SR-92 Interchange Improvement	124.2	133.8	149.3	23.9
Dumbarton Bridge West Approach Projects				
➤ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
➤ Bayfront Expressway (SR-84) Widening	33.8	36.0	36.0	32.8
SUBTOTAL - SBG	365.7	391.5	401.0	268.8
GRAND TOTAL	1,489.5	2,102.4	2,111.9	1,462.6

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SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Oct 2004)	New Facility Open to Traffic Forecast (Dec 2004)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 06	Dec 06
Carquinez Bridge Replacement	Jan 03	Nov 03	Nov 03
Richmond-San Rafael Bridge Rehabilitation			
➤ West Trestle and Fender Rehabilitation ¹	Dec 04	Feb 05	May 05
➤ Deck Rehabilitation ¹	Sep 06	Jul 07	Dec 08
Richmond Parkway (<i>Non-Caltrans</i>)	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
➤ Widening	Dec 02	Nov 02	Nov 02
➤ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Aug 10
Dumbarton Bridge West Approach Projects			
➤ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
➤ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Jul 03	Jul 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

Project Photos



New Bridge – Piers 8, 9, and 13 in the Strait



I-680/I-780 – I-780 South to I-680 North Flyover



Toll Plaza – Toll Booth Construction

Current Activities:

- On the new bridge contract, superstructure deck concrete is in place and post-tensioned from the south abutment to pier 4 and falsework removal is complete. Excavation for the electrical substation is underway. The form traveler, a movable form truss for casting the concrete segments, is erected at pier 5. The first segment was poured on December 31, 2004. The pier 7 precast footing was lowered onto the piles on December 8, 2004. Pier table 8 deck construction is underway; the stem and soffit for the top deck was poured on December 23, 2004. Concrete construction is in progress on the third lift for the pier 13 column and the first lift of pier 16 column. Cast-in-place footing construction is in progress at piers 6, 7 & 17.
- On the I-680/I-780 interchange contract, both the eastbound I-780 to northbound I-680 flyover and temporary northbound I-680 roadway are open to traffic. On northbound I-680, column construction on the Benicia shoreline continues for bent 19. The construction access road to bent 20 is complete. Falsework erection over the railroad is in progress and superstructure falsework/formwork is under construction from abutment 23 southward toward bent 20. On westbound I-780, mass excavation is complete on the old I-680 north from the Toll Plaza, abutment 1 footing has been poured, abutment 4 is ready to pour and superstructure falsework is under construction from abutment 22 eastward. SWPPP preparations are complete for the rainy season.
- On the toll plaza contract, the plaza grade slab is complete. Concrete placement is complete for east tollbooths 9 through 17 and formwork is underway for tollbooths 5 through 8. All concrete dividers for the west tollbooths 1 to 17 are complete. East tollbooth 13 housing has been installed. Erection of the structural steel canopy trusses is in progress. Subgrade preparation of the east access road and northeast parking lot are underway.
- On the I-680/Marina Vista interchange contract, deck concrete has been placed between bents 4 and 6. Foundation pile installation for retaining wall 1, between the northbound Marina Vista Exit and the south abutment, is 80% complete. Backfill for retaining wall 4, adjacent the Toll Plaza, is complete. Concrete construction for retaining wall 5 is near completion. The approach slabs for the Marina Vista to northbound I-680 onramp are under construction.
- The Mitigation Site project is underway. Soil testing is complete and mass excavation continues between the railroad and Industrial Way.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2004)	Current Forecast (Dec 2004)	Variance	Expended to Date (7/98 - 11/04)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.6	
New Bridge	247.3	644.9	644.9	0.0	415.3	A
Toll Plaza and Administration Building	22.8	24.3	24.3	0.0	15.8	
I-680/Marina Vista Interchange	43.2	51.5	51.5	0.0	41.9	
I-680/I-780 Interchange	80.8	54.7	57.0	2.3	46.1	B
Other Budgeted Capital	28.1	30.5	30.5	0.0	2.3	
Capital Outlay Support	78.2	155.6	155.6	0.0	114.7	A
Capital ROW	21.1	20.4	20.4	0.0	11.8	
Non-BATA Funding	0.0	31.0	31.0	0.0	21.3	
Project (BATA) Contingency	58.4	37.8	35.6	-2.3		B
Project Total (a)	586.0	1,057.8	1,057.8	0.0	675.9	A

(a) Totals may be rounded

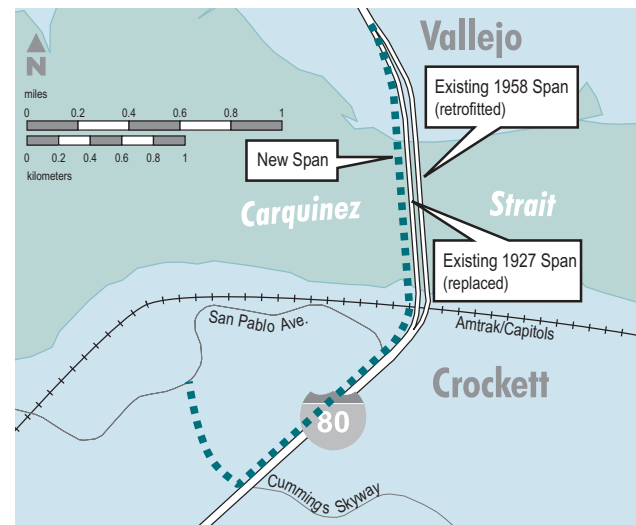
SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Dec 2004)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Apr 07	Jul 07	+3	
Toll Plaza and Administration Building	Feb 03	Jun 05	Jun 05	0	
Toll Plaza Planting		Jul 05	Nov 05	+4	
I-680/Marina Vista Interchange	Dec 03	Nov 05	Nov 05	0	
I-680/I-780 Interchange	Dec 03	Jun 05	Sep 05	+3	
I-680/I-780 I/C Electrical Completion		May 05	Sep 05	+4	
South Approach	Mar 01	Oct 01	Oct 01	0	Complete
Modify Existing Bridge	Jul 05	Jul 08	July 08	0	
Project					
New Facility Open to Traffic	Jan 04	Dec 06	Dec 06	0	

NOTES	ACTION
A. BATA approved a \$405 million budget adjustment in May 2004 for prior reported construction difficulties associated with foundation piles and associated rock sockets, as well as for superstructure design adjustments and additional support.	The use of project contingency may be required for future cost increases related to completion of the foundation piles, superstructure construction and support. BATA will continue to review the issues.
B. Caltrans has reported potential change orders due to wetter than anticipated site conditions that resulted in an earlier reported roadway slipout of I-680, foundation constructibility issues, and contract delays.	BATA and Bechtel are reviewing the potential cost increase.

CARQUINEZ BRIDGE REPLACEMENT

The Carquinez Bridge has carried Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. The 1958 bridge has been strengthened under Caltrans' seismic retrofit program; the 1927 bridge was identified as being seismically deficient and is being replaced under the RM 1 program. The Carquinez Bridge replacement project is a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of the replacement bridge and approaches. The project incorporates the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A bicycle/pedestrian lane on the new bridge



Project Photos



Carquinez Bridges



South Approach and Interchange

Current Activities:

- On the replacement bridge and north approach contract, the bridge opened to traffic on November 11, 2003. The pedestrian and bicycle path opened on May 15, 2004. Caltrans accepted the contract on October 15, 2004. Caltrans Headquarters is in the process of preparing the final pay estimate.
- On the south approach and interchange contract, the on-ramp to westbound I-80 opened on December 9, 2003. Kendall and Rio Del Vista streets re-opened in early January 2004. The westbound off-ramp opened on April 22, 2004. The eastbound off-ramp opened on May 24, 2004. Physical contract work was completed on August 6, 2004. Final contract closeout for all work, after plant establishment for landscaping, will occur in September 2006.
- The contract for demolition of the 1927 Bridge and rehabilitation of the approach deck to the 1958 Bridge was advertised on November 29, 2004. The opening of bids is scheduled for January 25, 2005.

BAY AREA TOLL AUTHORITY

CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2004)	Current Forecast (Dec 2004)	Variance	Expended to Date (7/98 - 11/04)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	251.7	251.7	0.0	250.7	A
South Approach and Interchange	116.0	73.9	73.9	0.0	67.4	A
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.9	
1927 Bridge Demolition	16.0	49.7	49.7	0.0	0.0	
Other Budgeted Capital	10.6	9.8	9.8	0.0	6.5	
Capital Outlay Support	43.7	121.0	121.0	0.0	109.5	
Capital ROW	9.6	10.5	10.5	0.0	9.8	
Project (BATA) Contingency	16.5	3.5	3.5	0.0		
Project Total (a)	433.2	528.2	528.2	0.0	451.7	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Dec 2004)	Variance	Notes
Construction Contract Completion					
Replacement Bridge and North Approach	Dec 03	Oct 04	Oct 04	0	Complete
South Approach and Interchange (Phase 1)	Feb 03	Nov 03	Nov 03	0	Complete
South Approach and Interchange (Phase 2)		Aug 04	Aug 04	0	Complete
Maintenance Facility	Mar 02	Sep 02	Sep 02	0	Complete
1927 Bridge Demolition	Mar 06	Mar 07	Mar 07	0	
Project					
New Facility Open to Traffic	Jan 03	Nov 03	Nov 03	0	

NOTES	ACTION
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A. Caltrans is working with its contractors to resolve outstanding construction claims submitted at the end of the contracts. Use of the project contingency may be required.

Caltrans is negotiating with its contractors.

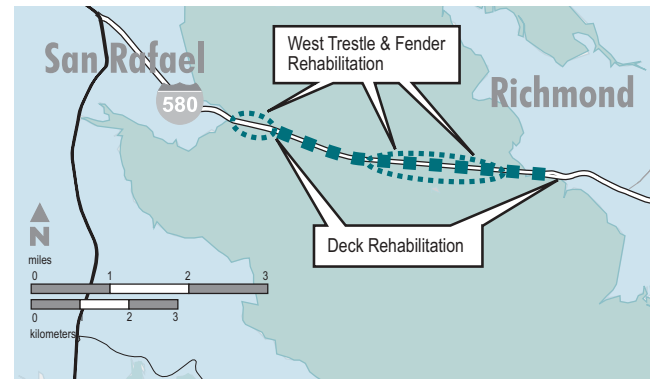
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

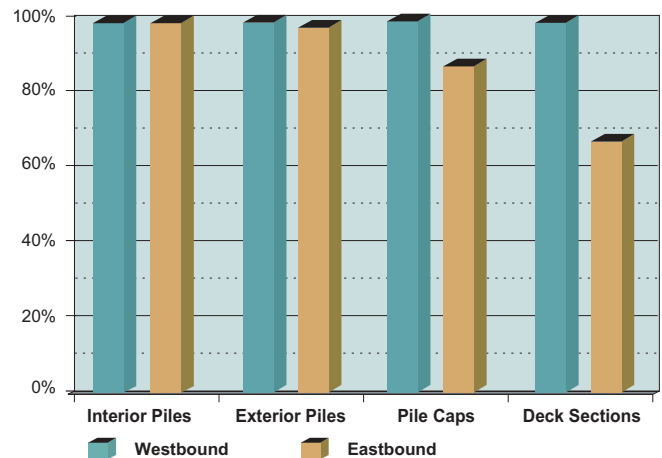
time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Repaired Deck Joints – Lower Deck



Trestle Progress

Current Activities:

- The west trestle replacement consists of rebuilding the eastbound and westbound trestles near San Quentin. The trestles are parallel for most of their length and diverge to carry traffic onto or from the upper or lower deck of the main bridge. The westbound trestle, serving the upper deck, is 2,844 feet; the eastbound trestle, serving the lower deck, is 3,635 feet. The trestle replacement consists of installing interior and exterior piles at the mid-span of every other existing 50-foot deck section, installing precast pile caps under the existing superstructure on the new piles, and closing one trestle at a time at night to remove two of the existing 50-foot sections and replace them with one new 100-foot precast section.
- On the westbound trestle, all pre-cast deck sections have been installed and the exterior barrier rail is complete. On the eastbound trestle, demolition and exterior pile installation are complete to bent 36 of 37. Working west to east, 29 of 37 pile caps and 24 of 36 precast deck sections have been installed. Interior barrier rail installation is in progress on both trestles.
- In July, BATA approved a \$48.5 million request from Caltrans to accelerate repairs to various deck joints on the bridge via contract change order to the seismic retrofit contract. By performing the work under a change order, the work will be completed three years earlier than originally planned. 525 out of 696 deck joints have been repaired.

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2004)	Current Forecast (Dec 2004)	Variance	Expended to Date (7/98 - 11/04)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	57.2	57.2	0.0	26.3	A
Capital Outlay Support	5.4	2.3	2.3	0.0	1.0	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0	34.6	
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	94.1	94.1	0.0	61.9	
Deck Rehabilitation						
Capital Outlay Construction	33.0	16.9	16.9	0.0	0.0	A
Capital Outlay Support	9.0	4.0	4.0	0.0	0.6	A
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency	11.4	0.1	0.1	0.0		
Subtotal	53.4	25.0	25.0	0.0	0.6	
Project Total (a)	98.8	119.1	119.1	0.0	62.4	
(a) Totals may be rounded						

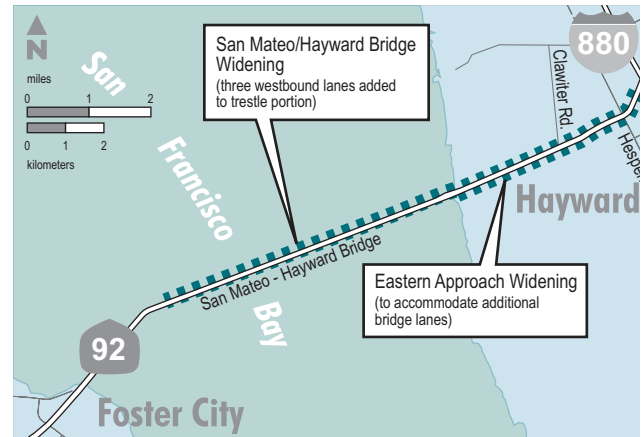
SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Dec 2004)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Feb 05	May 05	+3	A
Deck Rehabilitation	Sep 06	Jul 07	Jan 07	-7	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Scope of work and funds for the RM-1 and Rehab Programs have been consolidated between the seismic retrofit/trestle/fender/interim deck repairs/deck joint work and the deck overlay rehabilitation project.	None.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project completed the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



Project Construction Progress and Photos



Trestle Looking East



Mini Toll Plaza

Current Activities:

- On the bridge-widening contract, the new westbound trestle opened to traffic on November 4, 2002. The reconstructed eastbound trestle opened to traffic on January 18, 2003. Caltrans accepted the contract on March 6, 2003 and is in the process of closing the contract.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

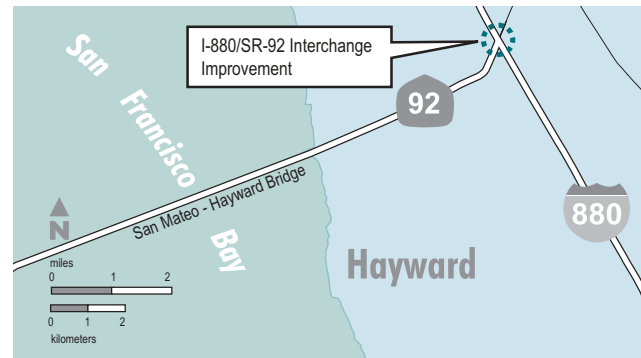
COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2004)	Current Forecast (Dec 2004)	Variance	Expended to Date (7/98 - 11/04)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	138.1	139.0	0.9	138.9	A
Widen Roadway	29.2	26.1	25.5	-0.6	25.5	
Construct Mini Toll Plaza	4.4	6.3	6.0	-0.3	6.0	
Other Budgeted Capital	8.9	8.6	5.5	-3.1	3.5	
Capital Outlay Support	15.5	34.4	34.3	-0.1	33.9	
Capital ROW	1.5	1.5	0.5	-1.0	0.5	
Project (BATA) Contingency	19.3	2.5	0.7	-1.9		A
Subtotal	203.6	217.5	211.5	-6.0	208.4	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.4	0.4	0.4	0.0	0.0	
Project Total (a)	204.0	217.9	211.9	-6.0	208.4	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Dec 2004)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	Complete
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	Complete
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	Complete
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	Complete
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Nov 02	Nov 02		Complete

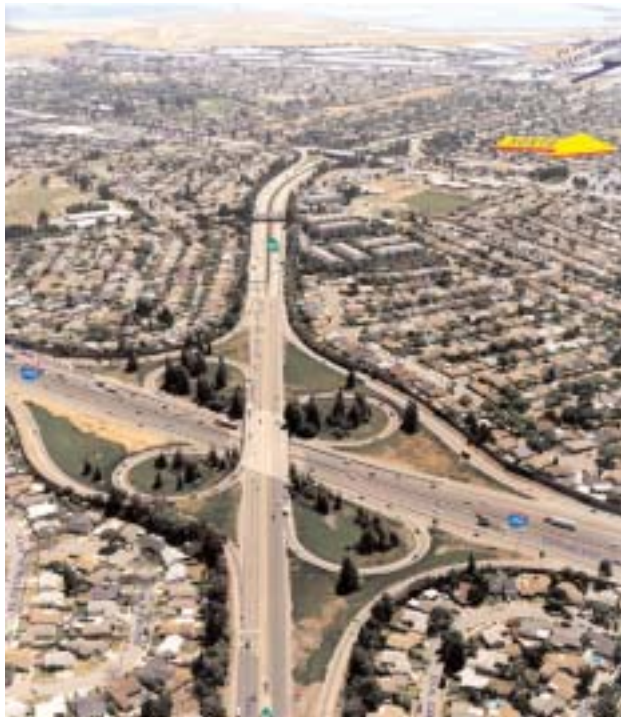
NOTES	ACTION
A. Final settlement of outstanding claims required utilization of project contingency.	Caltrans has concluded negotiations with the contractor to resolve outstanding claims.

I-880/SR-92 INTERCHANGE IMPROVEMENT

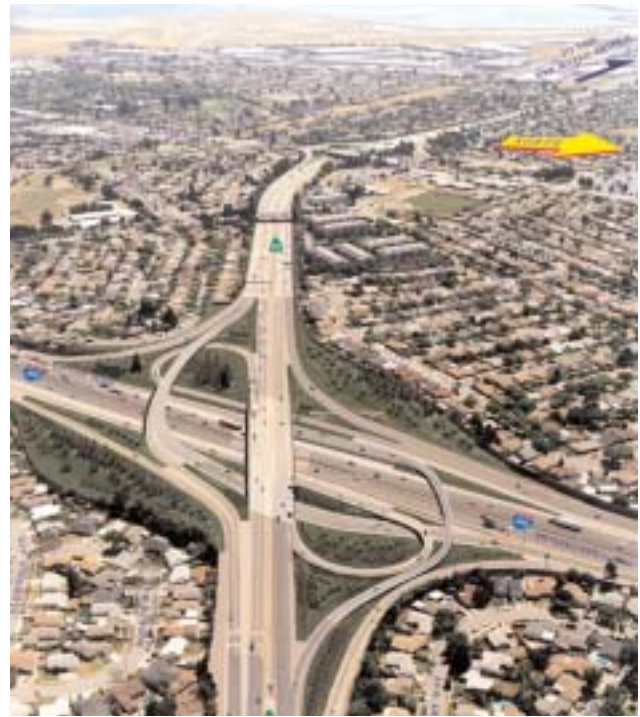
As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. The project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives has been considered and assessed as part of the environmental process.



Project Photos



Existing Interchange; looking west



Alternative H Interchange; looking west

Current Activities:

- The Federal Highway Administration (FHWA) approved the Final Environmental Impact Statement Report (FEIS/R) for the project on December 29, 2003. A Record of Decision (ROD) was prepared by FHWA and completed in July 2004.
- The Caltrans Project Report was completed on December 31, 2003. Caltrans is currently preparing the plans, specifications, and estimates (PS&E) for the project. Sixty-five percent PS&E was achieved in April 2004. One hundred percent PS&E is currently forecast for April 2005.
- Right-of-way acquisition (ROW) is in progress.
- Construction is forecast to begin in the summer of 2006.
- Based on forecasted cost increases due to right-of-way acquisitions, escalation and support, the status code for the project cost is "yellow." As the engineering design progresses, Bechtel will review the cost estimates. The status code for the project schedule is "red" due to the delayed environmental approval for the project. BATA staff is reviewing the project schedule to determine means to accelerate the project.

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I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2004)	Current Forecast (Dec 2004)	Variance	Expended to Date (7/98 – 11/04)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	85.2	84.7	-0.5	0.0	A
Capital Outlay Support	20.8	23.9	35.1	11.2	21.1	A
Capital ROW	8.0	9.9	9.8	0.0	2.7	
Non-BATA Funding	0.0	9.6	9.6	0.0		
Project (BATA) Contingency	25.1	5.3	10.1	4.8		A
Project Total (a)	124.2	133.8	149.3	15.5	23.9	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Dec 2004)	Variance	Notes
Construction Contract Completion					
I-880/SR-92 Interchange Improvement	Dec 06	Aug 10	Aug 10	0	A
Project					
New Facility Open to Traffic	Dec 06	Jun 09	Aug 10	+14	A

NOTES	ACTION
A. Later than anticipated approval of the final environmental clearance documents has delayed project delivery by 14 months. The delay has also increased the project cost due to lengthened support involvement and escalation. The forecasted schedule has an aggressive right-of-way clearance schedule of 18 months to clear numerous parcels in the project area.	Bechtel is preparing a check estimate based on a Caltrans 65% engineering design and will be reviewing the project schedule to investigate options to expedite completion.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modified the U.S. Route 101/University Avenue interchange. This project was designed to alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widened the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The six-lane expressway section from the bridge to University Avenue is reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road is widened from four to six lanes.



Project Photos



Willow Avenue at Bayfront



Bayfront at University Avenue

Current Activities:

- The widened Bayfront Expressway (SR-84) officially opened to traffic on July 29, 2003. Caltrans accepted the contract on January 15, 2004.
- The follow-on environmental mitigation contract at the Ravenswood Triangle area is complete. The work involved wetland reconstruction and habitat restoration for the salt-water harvest mouse. Plant establishment will continue through April 2007.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Dec 2004)	Current Forecast (Dec 2004)	Variance	Expended to Date (7/98 - 11/04)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.5	26.5	0.0	24.7	
Capital Outlay Support	4.4	8.6	8.6	0.0	7.9	
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project Contingency (BATA)	3.3	0.8	0.8	0.0		
Subtotal	33.8	36.0	36.0	0.0	32.8	
Project Total (a)	37.6	39.8	39.8	0.0	36.5	
(a) Totals may be rounded						

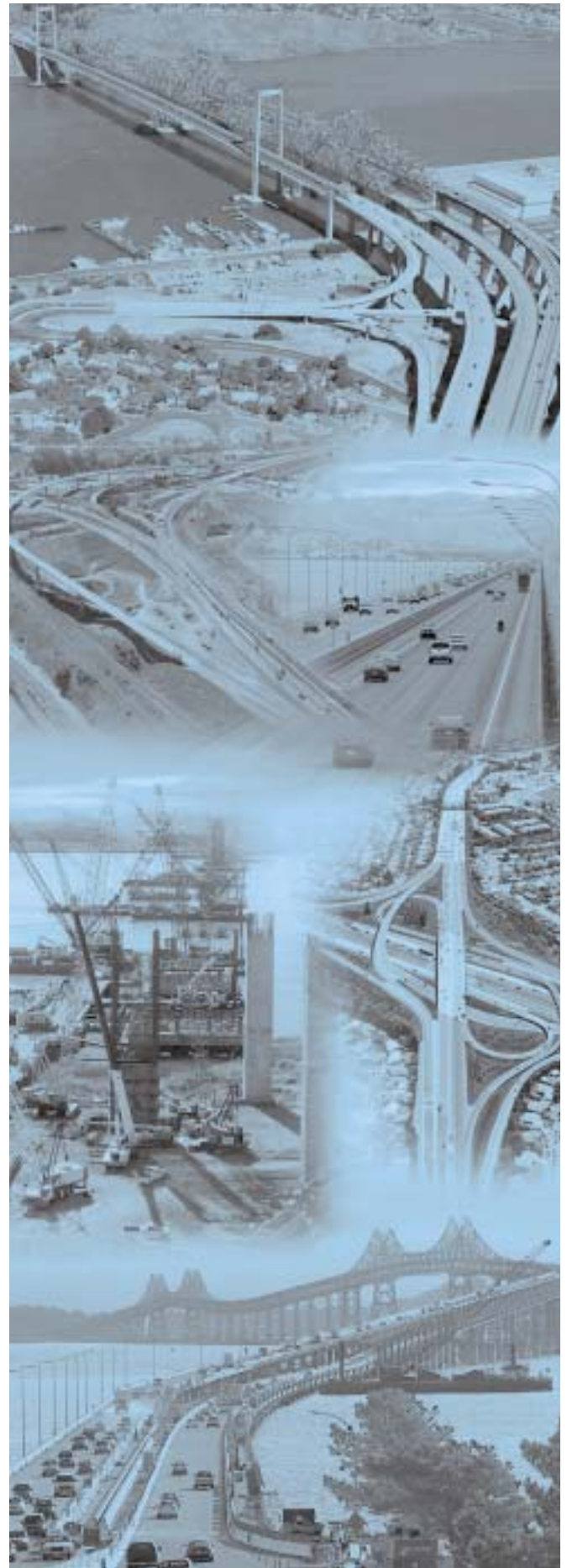
SCHEDULE STATUS	Baseline (June 2000)	Current (Oct 2004)	Forecast (Dec 2004)	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	Complete
Bayfront Expressway (SR84) Widening	Mar 03	Jan 04	Jan 04	0	Complete
Project					
New Facility Open to Traffic	Mar 03	Jul 03	Jul 03	0	Complete
NOTES			ACTION		

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez Bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.
06/2003	Current Budget for the Bayfront Widening project revised by BATA.
05/2004	Current Budget for the Benicia-Martinez Bridge project revised by BATA.
07/2004	Current Budget for for Richmond-San Rafael Bridge project revised by BATA to reflect transfer of scope and funds from Rehab Program.
12/2004	Current Budget for demolition of the 1927 Carquinez Bridge revised by BATA.

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**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR DECEMBER 2004
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule (Days)
New Bridge 04-006034	22.3	Additional Funds for Federal Trainee Program	C	85.0	
	94.0	Frame 4 Conduit Changes	C	-5.3	
	116.0	Maintenance Access Hatches – Isolation Casing Cover	C	95.3	
Subtotal				175.0	
Toll Plaza 04-006044	4.1	DRB Additional	C	15.0	
	83.0	Adjust Inlet and Reinstall S. Grated Drain	C	10.0	
	84.0	Utility Connection	C	15.0	
Subtotal				40.0	
MV/680 Interchange 04-006054	26.4	"WR" Cut-off Wall Revision/Pipe Piling (CCNB Disposal at ACME)	C	378.0	
	47.0	Falsework Adjustments for Frame 1 and 2	C	293.0	
	51.0	MBGR Along Waterfront Road	C	2.9	
Subtotal				673.9	
680/780 Interchange 04-006064	13.2	North Approach Substation	C	29.7	
	28.2	Install Pipe Foundation Span 5 211G	C	64.6	
	37.1	TRO for Delay at Bent 14	C	315.0	
	44.2	Cable Tray	C	110.0	
	50.1	TRO for Delay at Bent 13	C	105.0	
	81.0	Methacrylate Method for Deck Crack Repair	C	0.0	
	83.0	TSW Line	C	28.4	
Subtotal				652.6	
South Approach 04-006094		Contract is Complete			
Totals for December 2004				1,541.6	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)

S = Supplemental work

C = Construction contingency

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR DECEMBER 2004
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014		Contract is complete			
Subtotal					
Crockett Interchange 04-013054		No approved change orders for December 2004.			
Subtotal					
Maintenance Facility 04-013084		Contract is complete			
Subtotal					
Totals for December 2004					

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

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APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)						
EA Number	Baseline Budget Jun-00	Current Budget Dec-04	Current Forecast Dec-04	Net Change	Expended ¹ to Date (7/98 – 11/04)	Note
Northern Bridge Group						
<i>Project 2003 – New Benicia-Martinez Bridge</i>						
South Approach						
Capital Outlay Support	00609x	3.5	3.6	3.6	0.0	3.7
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.3
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.6
Total South Approach		16.5	18.4	18.4	0.0	17.5
New Bridge						
Capital Outlay Support	00603x	31.9	84.9	84.9	0.0	54.8
Capital Right of Way	006039	4.1	8.4	8.4	0.0	1.0
Capital Outlay	006034	247.3	644.9	644.9	0.0	415.3
Non-BATA Funding		0.0	10.1	10.1	0.0	8.5
Total New Bridge		283.3	748.4	748.4	0.0	479.6
Toll Plaza & Administration Building						
Capital Outlay Support	00604x	6.2	11.9	11.9	0.0	11.9
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	24.3	24.3	0.0	15.8
Total Toll Plaza & Admin.		29.1	36.2	36.2	0.0	27.8
I-680/Marina Vista Interchange						
Capital Outlay Support	00605x	10.7	18.2	18.2	0.0	17.1
Capital Right of Way	006059	7.4	2.0	2.0	0.0	2.0
Capital Outlay	006054	43.2	51.5	51.5	0.0	41.9
Total I-680/MV I/C		61.4	71.7	71.7	0.0	61.0
I-680/I-780 Interchange						
Capital Outlay Support	00606x	18.7	24.8	24.8	0.0	22.9
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.6
Capital Outlay	006064	80.8	54.7	57.0	2.3	46.1
Non-BATA Funding		0.0	20.9	20.9	0.0	12.8
Total I-680/I-780 I/C		101.2	102.2	104.4	2.3	83.4

¹ Unaudited

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-04	Current Forecast Dec-04	Net Change	Expended to Date (7/98 – 11/04)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	12.1	12.1	0.0	4.3	
Capital Right of Way		0.9	0.5	0.5	0.0	0.0	
Capital Outlay		28.1	30.5	30.5	0.0	2.3	
Total Other Budgeted Capital		36.1	43.1	43.1	0.0	6.6	
Total Capital Outlay Support		78.2	155.6	155.6	0.0	114.7	
Total Capital Right of Way		21.1	20.4	20.4	0.0	11.8	
Total Capital Outlay		428.2	813.0	815.2	2.3	528.1	
Non-BATA Funding		0.0	31.0	31.0	0.0	21.3	
Project Contingency (BATA)		58.4	37.8	35.6	-2.3		
Total New Benicia-Martinez Bridge		586.0	1,057.8	1,057.8	0.0	675.9	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge and North Approach							(b)
Capital Outlay Support	01301x	17.7	66.8	66.8	0.0	67.3	
Capital Right of Way	013019	3.0	3.4	3.4	0.0	3.3	
Capital Outlay	013014	213.7	251.7	251.7	0.0	250.7	
Total Replacement Bridge and North Approach		234.4	321.9	321.9	0.0	321.3	
South Approach and Interchange							(c)
Capital Outlay Support	01305x	22.7	31.5	31.5	0.0	31.6	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.9	
Capital Outlay	013054	116.0	73.9	73.9	0.0	67.4	
Total South Approach & I/C		143.7	110.4	110.4	0.0	103.9	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.5	4.5	0.0	4.4	
Capital Right of Way		1.6	1.6	1.6	0.0	1.5	
Capital Outlay		7.0	8.1	8.1	0.0	7.9	
Total Maintenance Facility Ph I & II		9.3	14.2	14.2	0.0	13.8	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	16.0	16.0	0.0	4.9	
Capital Right of Way	013099	0.0	0.3	0.3	0.0	0.0	
Capital Outlay	013094	16.0	49.7	49.7	0.0	0.0	
Total Demo – 1927 Bridge		18.0	66.2	66.1	0.0	4.9	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060E*, 0060F*, 0060G*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-04	Current Forecast Dec-04	Net Change	Expended to Date (7/98 – 11/04)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	2.2	2.2	0.0	1.3	
Capital Right of Way		0.0	0.1	0.1	0.0	0.0	
Capital Outlay		10.6	9.8	9.8	0.0	6.5	
Total Other Budgeted Capital		11.2	12.0	12.0	0.0	7.7	
Total Capital Outlay Support		43.7	121.0	121.0	0.0	109.5	
Total Capital Right of Way		9.6	10.5	10.5	0.0	9.8	
Total Capital Outlay		363.3	393.2	393.2	0.0	332.4	
Project (BATA) Contingency		16.5	3.5	3.5	0.0		
Total Carquinez Bridge		433.2	528.2	528.2	0.0	451.7	
Project 4003 - Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	2.3	2.3	0.0	1.0	(f)
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	57.2	57.2	0.0	26.3	
Non-BATA Funding		0.0	34.6	34.6	0.0	34.6	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – West Trestle and Fender Rehabilitation		45.4	94.1	94.1	0.0	61.9	
Project 4002 - Richmond-San Rafael Bridge – Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	4.0	4.0	0.0	0.6	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	16.9	16.9	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency		11.4	0.1	0.1	0.0		
Total R-SR Bridge – Deck Rehab		53.4	25.0	25.0	0.0	0.6	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	3.9	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	3.9	
Total Northern Bridge Group		1,123.9	1,711.0	1,711.0	0.0	1,193.8	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-04	Current Forecast Dec-04	Net Change	Expended to Date (7/98 – 11/04)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	21.3	21.3	0.0	21.4	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	138.1	139.0	0.9	138.9	
Total Widen Trestle		132.7	159.4	160.3	0.9	160.3	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	6.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	25.5	-0.6	25.5	
Total Widen Roadway		34.5	32.0	31.4	-0.6	31.4	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	2.4	2.4	0.0	2.4	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.0	-0.3	6.0	
Total Mini Toll Plaza		6.1	8.6	8.4	-0.3	8.4	
Other Budgeted Capital							
Capital Outlay Support		1.6	4.7	4.7	0.0	4.2	(i)
Capital Right of Way		0.5	1.5	0.5	-1.0	0.5	
Capital Outlay		8.9	8.6	5.5	-3.1	3.5	
Total Other Budgeted Capital		11.0	14.8	10.7	-4.2	8.2	
Total Capital Outlay Support		15.5	34.4	34.3	0.0	33.9	
Total Capital Right of Way		1.5	1.5	0.5	-1.0	0.5	
Total Capital Outlay		167.3	179.1	176.0	-3.1	173.9	
Project (BATA) Contingency		19.3	2.5	0.7	-1.9		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	211.5	-6.0	208.4	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge West Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Dec-04	Current Forecast Dec-04	Net Change	Expended to Date (7/98 – 11/04)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	23.9	35.1	11.2	21.1	
Capital Right of Way	233179	8.0	9.9	9.8	0.0	2.7	
Capital Outlay	233174	70.3	85.2	84.7	-0.5	0.0	
Non-BATA Funding		0.0	9.6	9.6	0.0		
Project (BATA) Contingency		25.1	5.3	10.1	4.8		
Total I-880/SR-92 I/C Improvement		124.2	133.8	149.3	15.5	23.9	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Avenue		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	8.6	8.6	0.0	7.9	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.5	26.5	0.0	24.7	
Project (BATA) Contingency		3.3	0.8	0.8	0.0		
Total Bayfront Expressway (SR-84)		33.8	36.0	36.0	0.0	32.8	
Total Southern Bridge Group		365.7	391.4	400.9	9.5	268.8	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.

Appendix D – Construction Photos



B-M New Bridge – First Cantilever Segment Pour at Pier 5



B-M New Bridge – First Cantilever Segment Pour at Pier 5



Benicia-Martinez New Bridge – Pier 9



Benicia-Martinez New Bridge – Lowering Pier 7 Precast Footing



Benicia-Martinez New Bridge – Pier 6 Cast-in-Place Footing Construction



Benicia-Martinez New Bridge – Pier 16 Cast-in-Place Footing Construction

Appendix D – Construction Photos (cont'd)



Benicia-Martinez New Bridge – Substation Earthwork



Benicia Toll Plaza – Toll Booth Housing Installation



Marina Vista – Final Deck Pour



I-680/I-780 – Bent 20 Construction Access



I-680/I-780 – Northbound I-680 (South) from Abutment 23

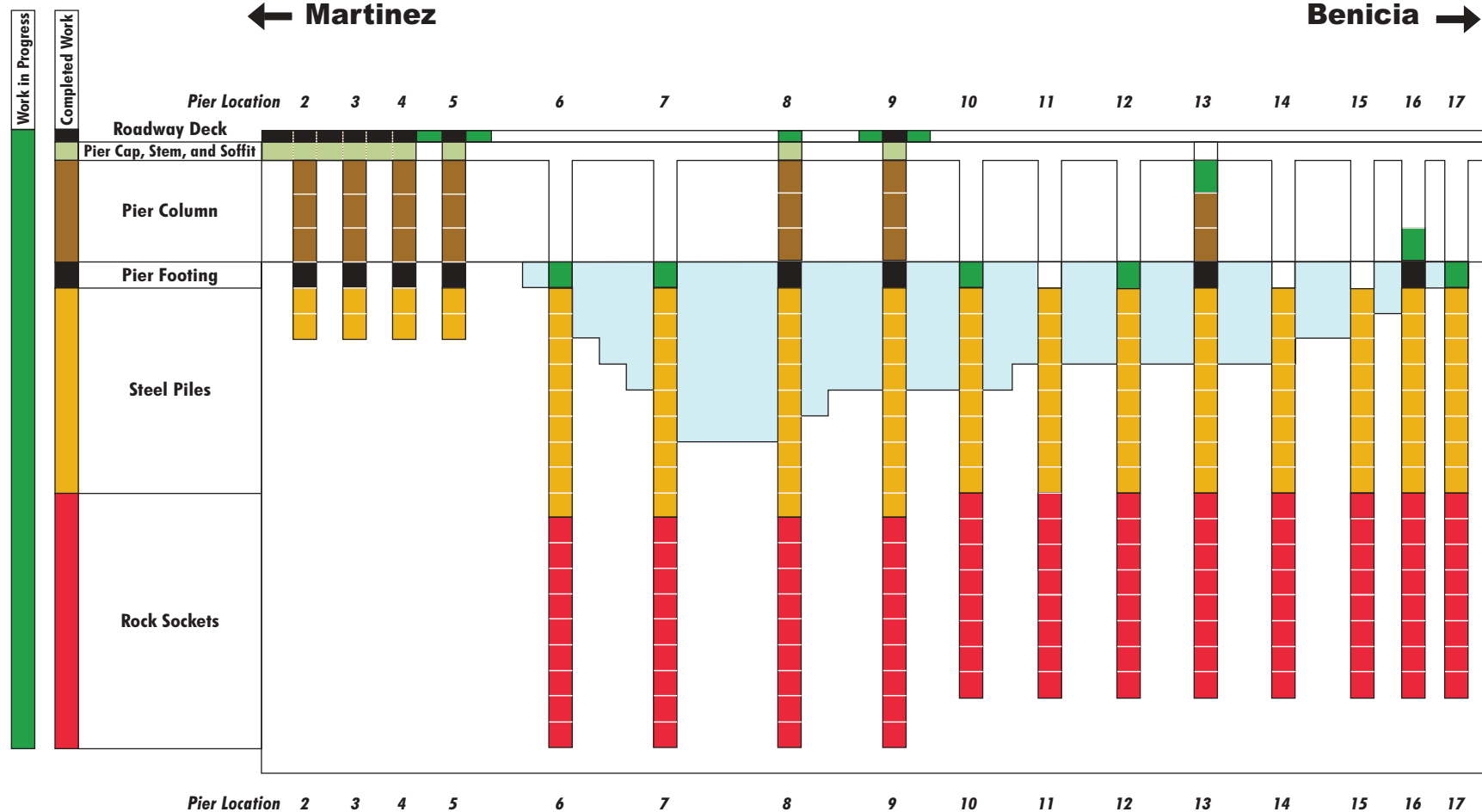


I-680/I-780 – Northbound I-680 (South) from Abutment 23

Appendix E – Construction Progress

**New Benicia-Martinez Bridge Progress Diagram
December 2004**

Legend



- Notes:**
1. Piers 6 through 17 are located in the water and have 8 to 9 piles and rock sockets each.
 2. In the water, all 99 piles have been driven to their required depth and all rock sockets have been installed.
 3. In the water, pier footings are installed for Piers 8, 9, 13, and 16. The precast pier footing for Pier 12 is being constructed at Mare Island, the precast footing for Pier 10 is ready for installation.

Construction Illustrations

